

The *Falcon* News



Ford premieres the Liveliest of the Lively Ones—
new Command Performance Cars for 1963½

JULY 1985

VOL. 6, NO. 12

FALCON CLUB OF AMERICA
P.O. Box 113
Jacksonville, AR 72076

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The newsletter dedicated
to Falcon lovers
... everywhere!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$12.00, and are payable to The Falcon Club of America, Post Office Box 113, Jacksonville, AR, 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR, 72076. Phone (501) 982-1029.

Vice President: Glen Acrey, 1208 S. Center, Lonoke, AR, 72086.

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR, 72076.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Drive, Jacksonville, AR, 72076.

Club Store Manager: Ellen O'Dell, 417 Valley View, East Alton, IL 62024.

Editors: Bill & Kathy Woodell, Route 4, Box 307, Searcy, AR 72143. Phone (501) 268-1470 or 268-8574.

Assistant Editor: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029.

Partsmaster: James F. Hatcher, 8301 W. 92nd Terr., Overland, PK., KS., 66212 (SASE required for reply).

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

BOARD OF DIRECTORS (Number of years in term)

Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38134 (5).

Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI, 48827 (4).

Tom O'Dell, 417 Valley View, East Alton, IL, 62024 (3).

Shrable Williams, Rt. 5, Box 999, Benton, AR, 72015 (2).

Glen Blubaugh, 5420 Buchancan Trail E., Waynesboro, PA, 17368 (1).

REGIONAL DIRECTORS

EASTERN: Steve Springer, 7101 Silver Circle, Middletown, MD, 21769.

CENTRAL: David Humes, P.O. Box 16, Oakwood, IL, 61858.

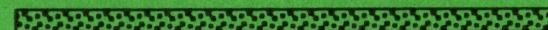
MOUNTAIN: Carl MacDonald, 1765 Carmel Drive, Colorado Springs, CO, 80910.

PACIFIC: Sharyn Fabey, 4724 N. Pal Mal, El Monte, CA, 91731.

The Falcon Club of America Newsletter is printed and published by Bill's Printing - Searcy, AR. Cover photo provided by Norman Herbst, Rochester, N.Y. © March 1983 National Geographic.

The Falcon Club Store

Memo Pad ("Falcon Club of America") imprint	\$.50
Decal (National Club window decal)	1.25
Patches: National Club Patch (3" round)	2.25
Ford Falcon (oval, blue & gold)	2.25
Falcon (rectangular, 2" x 4", red & gold)	2.25
Pins: Falcon Bar (red, white & blue)	2.25
Falcon Bar (smaller size, red, white & blue)	2.25
Falcon Script (silver)	2.25
License Plate (Falcon Club of America, white w/ red letters) ..	4.50
Books: 1960-1963 Reproduction shop manuals, includes V-8	30.00
Falcon Book (By Ray Miller, covers all Falcons - hardcover - 320 pages)	35.00
Falcon Book (By Phil Cottrill, covers 60-63 Falcons)	16.00
Falcon Poster (24" x 36", has 28 color pictures of Falcons)	4.00
Falcon Fender Cover (24" x 40", with Falcon imprint)	16.50
Convention Booklets (1980, 1981, 1982, 1983)50
Tire Key Chain (center imprinted w/FCA logo)	1.25
Falcon Club of America T-Shirt (Short sleeve, white with red trim; Adult S, M, L, XL; Child S, M, L)	6.50
Hat (Red with National Club patch on front, one size for all)	6.50
Sweatshirt (gray with red FCA logo; S, M, L, XL)	12.50
V-neck Jersey (white with red and white striped trim; S,M,L)	10.50



All prices include postage and handling. Be sure to state correct size.

Please make checks and money orders payable to **The Falcon Club**

of America. Send all orders to: **Ellen O'Dell**

**417 Valley View Drive
East Alton, IL 62024**

PARTS FOR SALE (Cont.)

1965 Falcon 2-door door panels and quarter panels, blue color, excellent condition, \$40; Borg Warner 4-speed trans., \$100; 4-speed hump, \$35; clutch, housing, cross shaft and brake and clutch pedals for 260 V-8, other parts. Gordon Wing, 813 N. Dean St., Bay City, MI 48706. Phone (517) 684-8894.

'66 Ranchero doors w/door panels and remote control mirror, \$50 all; '64/'65 hood, \$25; deck lid, \$25; '64/'65 S.W. doors, \$10 ea.; 4-door sedan doors, \$10 ea.; red 4-door door panels, \$55; '64 stone deflector, \$35; '66 stone deflector, \$35; arm rests in various years and colors. SASE with your needs. Many more good used parts available. I might have what you need! Also '65 owners manuals, \$8 ea. Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601.

PARTS WANTED

Light Gold, 88A, steering wheel for '63. Howard Stearns, Four Faith St., Burlington, VT 05401. Phone (802) 658-2540.

For 1967 Futura Coupe — all side chrome trim — *desperate* for small piece on quarter panel! Chrome trim on hood above grille. For '65, electric dash mounted clock, complete power steering unit. R. D. Roberts, 12272 W. Atlantic Drive, Lakewood, CO 80228-4426. Phone (303) 986-8932.

An original or reproduction '64-'65 Convertible top rear quarter hold down cable. A diagram showing length, size, etc. of your cable would help. Boyd Breyer, 16934 Townes Rd., Friendswood, TX 77546, phone (713) 482-5274.

For 1964 type 63D: clean red seat belts, Ford factory flex fan, good red or black dash pad, console trim piece, correct gas cap, oil pressure sending unit extension, 55½" long driveshaft. Skip Goddard, 2625 West Virginia, Tucson, AZ 85746.

New parts wanted, rebuilding distributor C40F12127B for a 1964 260 V8 w/auto trans. Need C0TF12210 B cam, 7HA12195 collar, B8A12191-A spring, C(AF 12192-A spring, B9AF12264 A ground wire, C 202 1221 6 A primary wire. Mike Adan, 1210 Tuolumne Road, Millbrae, CA 94030, phone (415) 697-8286.

Seat belts for a '64 Falcon Futura. Bill Woodell, Rt. 4, Box 307, Searcy, AR 72143. Phone (501) 268-1470 days, or 268-8574 evenings.

Complete rear end "drum to drum" out of a '63 Sprint. Rear end must be in good condition. Larry White, 4315 E. Epler Ave., Indianapolis, IN 46237, phone (317) 784-1313. No collect calls.

CLASSIFIED — MISC.

Scarce 1965 Comet/Falcon Shop Manual. Used original, covers are soiled but text is in excellent shape. Ron Johnson, 123 W. Mountain Street, Worcester, MA 01606, phone (617) 852-0794.

CHAPTERS

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN, 38134.

The Lone Star Chapter

Jerry Hutchinson, #1673, 2724 Townsend Dr., Ft. Worth, TX 76110. For information call (817) 921-9258.

The Founder's Chapter

Linda Acrey, 1208 S. Center, Lonoke, AR, 72086.

The Gateway Chapter

Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

The Rocky Mountain Chapter

David Jeffries, 7965 North Lowell, Westminster, CO 80030.

Northwest Falcons Chapter

Edward Murphy, 100-137th S.E., Everett, WA, 98204.

Mid-America Chapter

James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS, 66212.

Mason-Dixon Chapter

Robert Gerke, Rt. 1, Box 233, Bridgeville, DE, 19933.

The Northeast Chapter

Milton Robar, Rt. 67, Warren Rd., Pauler, MA.

The Arizona Chapter

Pete Hoffman, 7523 Edgewater Circle, Mesa, AZ, 85208.

The Alamo Chapter

Gil Stewart, 3710 Tamil St., Austin, TX 78749.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI, 54911.

The Suncoast Falcon Chapter

Steve Lee, 340 High Street, Tarpon Springs, FL, 33589.

The Southeast Chapter

7164 Hwy. 212 N., Covington, GA, 30209 (Phone [404] 483-8756).

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 3306, San Diego, CA, 92103.

The Ford Falcon Club of Los Angeles, 4724 N. Palmag, El Monte, CA, 91731.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA, 15133.

Comet Club, 5878 Hobe Ln., White Bear Lake, MN, 55110-6466.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

PRESIDENT'S MESSAGE



Here we are with only one month until the National and I'm not even ready for it, but maybe I'll make it.

I talked to Jim Hatcher and he gave me a schedule of events for the meet. They are printed in this newsletter so you can make your plans. We hope you will all be able to attend and enjoy the meet.

We still need a chapter to host the 1986 National Meet. If your chapter is thinking about it, give me a call. Some members said they would like to see the meet go to the East or West. But if a chapter doesn't offer to sponsor one, then we can't have one there. So if you want a meet somewhere besides the middle U.S. have your chapter host one. It can be a lot of fun and it's a way your chapter can make some extra money.

Be sure to get your registration and banquet reservations made in plenty of time so you won't be left out.

As you can see our new editors did a wonderful job on the Newsletter last month. They can only do this if you supply them with the information to work with. So be sure and send them your pictures, articles, technical tips, or whatever you have on Falcons for the newsletter. They need your support to make *The Falcon News* the best one ever.

Will close — hoping to see all of you and your Falcons next month in Kansas City.

Roy E. Sword
President, FCA

SCHEDULE OF EVENTS

For Sixth Annual National Meet August 8, 9, 10, 1985

Thurs. Aug. 8	Registration 5 p.m. - 9 p.m.
Fri. Aug. 9	Registration 9 a.m. - 9 p.m. Car Show & Swap Meet — All Day Tour of Ford Assembly Plant — 1 p.m.
Sat. Aug. 10	Registration 9 a.m. - 12 noon Car Show & Swap Meet — All Day Voting Deadline (all ballots must be in) — 1 p.m. Business Meeting (in the afternoon) Banquet and Awards — 7 p.m.

WANTED TO TRADE

Want to trade a 1963 Falcon Sprint Convertible for a Falcon Station Wagon, prefer a Squire. Must have very good interior and exterior. Will consider mechanical problems. Tom O'Dell, phone (618) 259-3052.

PARTS FOR SALE

Set of 4 13" wire covers, red, white and blue insert, excellent cond., \$100; set of 13" wire covers, good cond., \$80; C2D2-6443504-A trunk lock orn assy., NOS, \$35; two C5D2-16098-C '65 Sprint fender orn., NOS, \$40 ea. Kenn Putt, 1704 Green Road, New Haven, IN 46774, phone (219) 493-1746.

Complete power top system for 1963 Convertible. Includes motor and pump, hydraulic lines, two pistons, complete wiring harness and switch. Works real good. Make offer. Keith W. Goff, 184 Pandora Dr., Goose Creek, SC 29445. Phone (803) 553-6885.

Parts for 1967 Ford Falcon, 4-door sedan, such as fenders, doors, windows, motor, transmission, chrome, etc. Lawrence B. Winter, Rt. 2, Box 256, Sauk Centre, MN 56378.

1966 Falcon Ranchero tailgate emblem, C6DZ-6642514-A, N.O.S. in original box, \$100 or best offer. Michael Mulhare, 5568 Shawsheen St., Tewksbury, MS 01876. Phone (617) 851-5040 after 7:00 p.m.

1964 Falcon/Comet factory service manual, clean condition, scarce, \$47 postpaid. Please inquire your literature needs SASE, Falcons or lesser cars/trucks. Jim Lungwitz, 424 E. 3rd St., Box 1078, Monticello, MN 55362.

1960 to 1965, most any part you could need. Moving, reasonable. K. Nicholas, Box 468, Colchester, IL 62326, phone (309) 776-4171.

'62 NOS tail light bucket, \$35, used, excellent, \$25; '63 convertible top frame and header, \$100; no rust '63 convertible doors, \$100; '63 Sprint gas cap, \$20; '63 Sprint script and V-8 plaques, 2 sets, \$80; '63 Sprint spoke hubcaps, \$75; '61 tail light chrome ring, NOS, \$18, used, \$10; '63 radios, \$10 ea.; '62 full disk hubcaps, \$40 set; '63 Futura hubcaps, \$40 set; '61 NOS grille, \$40, or two, \$75; Used '61-'64 and '66 grilles, \$20 ea.; '63 Futura 2-door black door panels, \$60 pr.; '63 convertible quarter panels, \$40 pr.; '63 conv. black rear seat, \$25; '63 conv. red rear seat, \$25; doors, hoods, trunk lids, fenders, \$15 ea. picked up. Tons of used parts. Send SASE with needs. All parts must go this fall, parts cars will be junked. Joe Bassett, 123 Martin Pond Rd., Groton, MA 01450. Phone (617) 448-6231.

NOS '62 Futura side fender ornaments (grid w/spear point, 22 1/2"), \$40 each; specify left or right side. Price includes shipping. Larry White, 4315 E. Epler Avenue, Indianapolis, IN 46237. Phone (317) 784-1313, no collect calls.

CARS FOR SALE (Cont.)

1960 Falcon Ranchero with shiny original Raven Black paint, Monte Carlo Red interior, and deluxe trim package. Has good-running 144 6 cyl. with 3 spd. manual transmission, radio, heater, new carburetor, and new dbl.-action fuel pump. \$950 to a good home. Jim Rodell, 5105 South 18th Ave., West Bend, WI 53095. Phone (414) 677-2918.

1965 4-dr. Futura, 200 ci, Baby Blue with original 2-tone leather interior, auto, AC, 53K original miles, white walls, vent shades, full wheel covers, AM radio, back up lights, windshield washers, shaded tinted windshield, second owner, original manual in glove compartment, very nice. No rust ever. \$2,100. Tom Cox, Rt. 4, 19415 Bengal Ct., Baton Rouge, LA 70817. Phone (504) 292-1546.

1963 Falcon Futura Convertible, 170 6-cyl., factory 4-speed, bench seats. New: paint, top, tires, carpet, radiator, starter, battery, carburetor and brakes. Completely rebuilt motor. Too many minor parts have been replaced to list. Triple black. \$3,300. Larry Davis, 923 Worth Ave., Valdosta, GA 31602. Phone (912) 242-6271.

1963 Falcon Convertible, 200 6 cyl., auto trans., power top, new red paint. Needs work. \$1,000/b.o. Donald Sylvain, 612 Tarringford West St., Torrington, CT 06790. Phone (203) 489-2740 after 5 p.m.

1964 Falcon Sprint, 260 4-speed, minus motor, trans., and interior. Have some extra parts — taillight buckets, extra grille, N.O.S. '65 Falcon hood, dash bezels. The car has all new brake system, motor compartment is done, front wheel wells done. \$1,000 for everything. Dave Urkack, 4308 Pembroke Rd., Austintown, OH 44515, phone (216) 793-8152.

1964 Falcon Futura Convertible, Correct new black (was red) exterior and new red vinyl interior and floor mats. Original white top (atrocious). 170 cu. in. 6 cyl., auto transmission. Only non-standard parts are 4 new white wall Michelin radial tires and aftermarket wire wheel covers. Runs very well, rust removed. Best reasonable offer. F. F. Sears, Walker Road, Manchester, MA 01944. Phone (617) 356-2916 days, (617) 526-1366 evenings and weekends.

1964 Falcon Futura, 4 door, automatic. 6 cyl. 170. New steel belted radials, all 4. Excellent car for restoration project. All stock. Runs. All chrome intact. \$700 or best offer. Bonnie Stecher, 5311 Panther Lake Road, Snohomish, WA 98290. Phone (206) 568-3404 or (206) 568-2435.

1963 Falcon 63C Sports Coupe, 6 cyl. 170, 4 speed Dagenham. Interior black, exterior burgundy. This is a complete unrestored North Carolina, rust free car. \$2,200. Robert Tesh, 423 Kyle Rd., Winston-Salem, NC 27104. Phone (919) 767-2321 days, (919) 765-6815 nights.

1964 Hard Top Model 63C, with air. 1967 200 engine with C-4 transmission. New chrome and paint 2 years ago, (real sharp) white outside and blue interior with bucket seats and center console. \$2,995. Call Russ Hoeksema, (813) 792-0282 (FL).

EDITOR'S MESSAGE

We appreciate the good response we are getting from FCA members. It's making our job a lot easier with your participation. If you have thought about writing and just haven't, why not sit down today and let us hear from you.

Our thanks to Gavin McRae and Don Odiorne for the feature articles this month.

Hope to meet a lot of you in Kansas City in August.

Bill & Kathy Woodell

ATTENTION: ORIGINAL OWNERS OF FALCONS

Bill Connelly has taken on the job of setting up a roster of original owners of Falcons. If you're an original owner, please send your name, address and complete car information, including mileage, to: Bill Connelly, 2806 Briarwood Rd., La' Grange, KY 40031.

CALENDAR OF EVENTS

The Mid-America Chapter will meet the 2nd and 4th Tuesday of each month until after the National Meet. Call 1-913-381-5679 for more information.

JULY 14, 1985

(Rain date July 21) The Northeast Chapter will hold a summer meet at the home of Milt Robar, Rt. 67, Palmer, MA, 1.8 miles from the intersection of Rt. 20. Trophies, games and refreshments are planned, bring your own hamburgers, hot dogs, rolls, etc. Salads and drinks will be provided. If you plan to attend, please call or write Milt Robar, Rt. 67, Palmer, MA 01069, phone (413) 283-3132. A donation of \$3.00 per car and \$10.00 per vendor is requested to help defray expenses.

JULY 14, 1985

The Alamo Chapter will hold a meeting at 9:00 a.m. at the Road Side Cafe, Oak Hill, Texas. The members living in San Antonio will caravan to Austin, for early Sunday morning brunch at The Road Side Cafe which will include the monthly meeting, to be followed by a short driving excursion through Pace Bend Park. We are hoping for a good turnout as the owner of the Road Side has offered us "front row parking" and excellent food.

MEET REPORTS

The Alamo Chapter

The Alamo Chapter held its monthly meeting at the Ironworks Union Building, 4318 Clark Ave., San Antonio, Texas. Eight current members and one new member were present. The club obtained membership in the Texas Auto Council. Also discussed was the possibility of getting T-shirts for the chapter.

The Northwest Chapter

The Northwest Chapter held its meeting on June 2, at the Pizza Hut. Due to the annual Ford Picnic in Seattle, our attendance was not as great as planned. However, we had prospects, which is what counts, and two new members signed up. Our club now has a total of 20 members. We had a '61 Sedan, a '62 Futura, a '63 Sprint, 2 '64 Convertibles, 2 '65 Rancheros, a '64 HTP and a '65 HTP.

TECHNICAL HELP WANTED

Do you know if Falcon Ranchero floors can be repaired with Mustang floor panels?

The Ranchero Club

1339 Beverly Road, Port Vue, PA 15133

Need installation wiring diagram for '64-'65 three speed backup light switch, and glove box light; will pay for copies.

Boyd Breyer

16934 Townes Rd., Friendswood, TX 77546

(713) 482-5274

TECHNICAL TIP

Rusty battery holders are a hard problem to solve, but a product that is used for aircraft battery boxes is a better solution. Remove and clean your battery holder. Wire brush or use rust remover solution. Thoroughly dry and apply zinc chromate primer. The primer can be baked dry in about 1 hour in a 150° oven. Next, apply Randolph (344) Acid Proof Black Paint with a brush. (This paint can be purchased or ordered from most airplane supply dealers. About \$6/qt.) Brush thin, this is a very thick paint. Bake in oven for 1 hour at 150°. This dries and flows out the paint real nice, otherwise about 48 hours airdry are required.

Boyd Breyer

Friendswood, TX 77546

CARS FOR SALE

1964 Futura Convertible, V-8, auto, white with red interior, new top and paint. Rebuilt transmission. A really beautiful convertible. \$3,500. Ann Geisler, 12055 Weld County Road 2, Brighton, CO 80601. Phone (303) 659-7248. *Must Sell!!*

1964 Squire Wagon and 1964 Four Door Wagon. Good drivers or restorable. 6 cyl. auto includes extra engine, trans., rear end — all for \$650 *and what a deal!* Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601. Phone (914) 471-7769.

1964 Falcon Sprint Convertible, picture in January issue. Need detail. Driven daily. \$3,750. Gordon Wing, 813 N. Dean St., Bay City, MI 48706. Phone (517) 864-8894.

1962 4-door Falcon. One owner, taken care of, practically new battery and good tires, used every day. 98,222 miles, some rust spots on a fender. Would like to sell to someone who would take good care of it. Can send a picture. Mrs. Ethel Shanley, 515 W. Main, Lyons, KS 67554. Phone (316) 257-2012.

1964 Falcon Convertible, excellent condition. 6 cylinder, automatic, black and gold. \$2,500 or best offer. Original interior and chrome pieces. Rebuilt engine 35,000 miles. Phone (707) 869-0654 or (707) 869-0270.

1964 Falcon Futura, 2 door, bench seat, V-8, A.T., black w/red interior, rebuilt engine, new front suspension, interior, shocks, tires, and paint. 83,000 miles, all stock, excellent, guaranteed, \$3,225. George Penick, phone (904) 893-7946.

1964 Falcon Squire Wagon, 260 V-8, A.T., power tailgate, power steering. As is cond: not running, heads off, missing some interior dash panels, driver's side rear window broken. Body good. \$850/b.o. Falcon Eddie, 1198 McFarlane Ave., Sebastopol, CA. Phone (707) 823-8404.

1962 Falcon with a 1970 Maverick engine. Really great shape. Want to sell to someone who will take good care of it. Bob Shelest, 15251 White Creek, Cedar Springs, MI 49319. Phone (616) 696-0825.

1963½ Falcon Futura, 6 cyl. auto., 2 door hdt, needs restoration, runs. \$325. **1960 Falcon 4-door**, stick, needs minor work, ready to go, \$325. K. Nicholas, Box 468, Colchester, IL 62326, phone (309) 776-4171.

1962 Falcon 4-door, one owner, white exterior, blue interior, 170 c.i. 6 cyl., auto, 61,000 actual miles, radio and heater. All original sales literature, show room condition. Russell E. McElhatten, phone (717) 764-1622.

1963 Hardtop, Tucson Yellow, no rust, North Carolina car, \$1,800. **1962 Four-door Sedan**, never driven in winter, exceptional car, \$2,600. **Comet**, **1961 4-door**, black, white interior, all original, North Carolina car, in Vermont 3 years. \$3,500. Howard Stearns, (802) 658-2540.

Don Odiorne
1625 Kentfield
Redwood City,
CA 94061



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FALCON REPRODUCTIONS

★ ★ ★ SPECIAL NOTICE ★ ★ ★

The Falcon News will now accept Commercial Ads for the newsletter. They must be sent to the Editor. All ads must be received by the 10th of the month or it will appear in the next issue of *The Falcon News*. Payment must accompany all ads.

All ads for the classified section of the newsletter must appear with the member's name, or it is considered a commercial ad and must be paid for.

ALL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN *THE FALCON NEWS* ONLY WHERE SPACE PERMITS.

COMMERCIAL AD RATES:

(Price per month)

FULL PAGE	\$50.00
HALF PAGE	30.00
QUARTER PAGE	20.00
BUSINESS CARD	5.00

Only auto related ads will be accepted for *The Falcon News*. "WARNING" — The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know of any experiences, good or bad. The Falcon Club has the right to reject any or all commercial ads.

NEW ZEALAND LOVES THE FALCON, TOO!

By Gavin McRae, Sec/Treas. "The Early Falcon/Fairlane Car Club N.Z. Inc."

I am sending some photos I thought you may find interesting. Unfortunately my skill with a camera is not what it might be, but perhaps these photos might interest some of your members. The junk yard photos will show you some details as well. Looks to me like the early Falcons here were very much the same as your models.

There are many hundreds of Falcons still in every day use here and a lot of them in the wrecker's yards, too. My two cars are, I think, an Australian model and not seen in other parts of the world. Looking at photos in books and comparing part numbers with old parts manuals, the 65/66 XP Falcons here are using '62 Mercury Comet American fenders in the front, complete with matching bumper and park light assembly, whilst the rear end seems to be a lot like your XM cars.

As you can see by the enclosed photos, there is a Falcon owner's club here. It has only just been formed. I placed an ad in some local newspapers and we immediately got 20 founding members, mostly hardtop owners. We have just drawn up our rules, etc., and are about to register as an incorporated society, calling our club "The Early Falcon/Fairlane Car Club N.Z. Inc." The photos show our very first club event, which was a static display at a huge swap meet organized by the local vintage car club. Over 30,000 people attend this meet every year.

One particular car you may find interesting is the one shown with a gold flash on the guards (fender in your language). This model, I understand, is unique to this part of the world. It is called a Falcon GT Superoo, and is very fast. Straight ex-factory, they are good for 140/150 m.p.h. The engine room shot is of that car. It is a very low mileage car, and the owner's wife reckons she is his second love and the car comes first. It's worth a lot of money on our market, since there aren't a lot around.

I have taken the liberty of photocopying the F.C.A. membership form for any members of the local club who may wish to join your club. When I get our local forms designed, I'll send some over. The club here looks like it's growing quite large. Our next event is a picnic run to a local lake area.

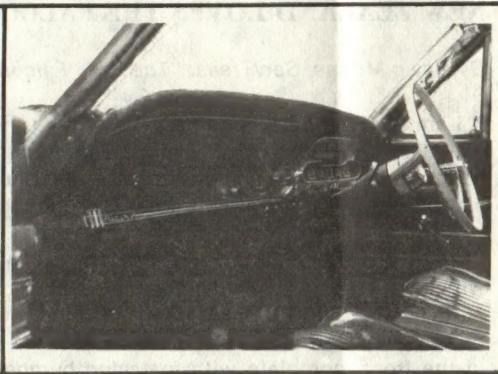
One other question before I sign off and post this. The photo of the dash in my Futura shows the instrument bezel. Is this like any American Falcon or any other model made by Ford in America? I'd like to buy a new one if possible rather than have it rechromed. Can't locate anyone in N.Z. who will do a chrome job on plastic.

That's about it. Look "Fordward" to hearing from you or reading about lil' ol' N.Z. in *The Falcon News*.

See photos next page.



Car Club Show



Gavin's Instrument Panel



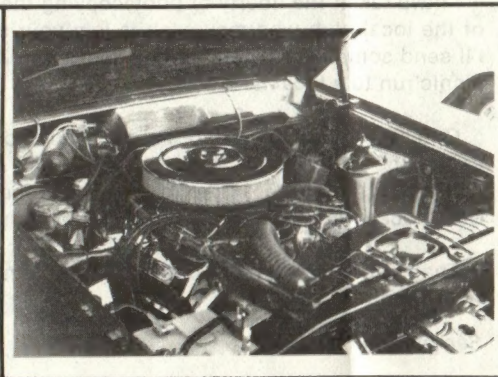
New Zealand Junkyard



More Early Falcons



Falcon GT Superroo



Superroo Engine

FLY AROUND CORNERS . . . (Cont.)

Next, I would advise ordering a Shelby style front sway bar, about one inch in diameter to replace the little one Ford originally stuck in to save a few cents. These are available from a number of sources. I have found the *Quickor* bar or the one from *Maier Racing* to work very well. Now is the time to order a set of stabilizer link bushings out of polyurethane, too. These links and bushings will improve your stock Falcon if you keep the front end original.

These three modifications will make your Falcon a flyer in the corners, but if you want to soar . . . add a rear sway bar next. I would start with a $\frac{1}{2}$ inch bar first. Note, for auto cross action I went to the ultra stiff rear springs that Maier sells rated at 200, versus a stock Mustang rating of 120-140. It has a fifth partial spring. For less stiffness but still less roll, try the Shelby style traction bars. These will require some welding, but bolt up if you also get longer U bolts for the axle. When replacing the rear springs, do not use the old rubber. It is probably very tired and this is an inexpensive savings not worth the final results. Rear lowering blocks are nice to add now, but with wide tires you may find as I did that you need the room in the wheel well and cannot do this. Boy, is it cornering flatter now! But wait, there is still more to do if you are not faint of heart.

All '65 - '66 Shelys came with a quick steering package which will fit your V-8 manual steering car, too. This cuts down the lock to lock turns necessary for steering. The kit is available from Mustang suppliers, and with the rental of a puller for \$5-\$6 you can do this too. It replaces your tired pittman and idler. Kanter or Just Suspensions will carry the front end parts (again, tie rod ends and ball joints and A arms are the same as the V-8 early Mustang), and this is a good time to replace them. From Maier, I also bought the steel lined front strut bushings. Replacing the whole arm is more expensive than chiseling off the old ball joints, but I find it quicker and better to do the whole thing. On my Shelby, one arm was bent and the other cracked even though it was a 30,000 mile car.

With the shop manual now very dirty and the front end all apart, you may want to go to stiffer springs (620 for the serious driver) or cut part of a coil to lower the front. The early Shelys had lowered front A arms and the templates have been published before in *Super Ford*, *Mustang Monthly* and the *Shelby American* magazines. Send me a S.A.S.E. and I will be glad to send you a copy. Basically, you drill two new holes to mount the upper arms on either side. It is not that hard to do and will help. Get to an alignment shop as soon as you can to set up the front end correctly. I run a fairly radical camber, and this is not advised for the street.

Combine all these changes and I guarantee you will surprise your fair share of Camaros, Mustangs, etc. I run fairly wide 15 by 7 inch rims and 205-60 15 inch Goodyears because that's all that will fit with my rim offset.

One final suggestion — when you go into a corner, you need to settle the car down before turning. Brakes that work and work well really give your suspension extra assistance. Front and rear discs are the trick, but a very expensive way to go. Instead, I suggest you first try a set of semi-metallic brake pads, about \$120 for four wheels.

FLY AROUND CORNERS WITH YOUR FALCON

By Don Odiorne

The first time I test drove my prospective new 100,000 mile plus baby blue 1965 Falcon Sprint with the 289 V-8, I was thrilled at the straight line performance in comparison to my anemic diesel Rabbit. When I came to the freeway entrance and turned the corner, my love affair was quickly over. What an outdated, ill-handling mush mobile! Once I bought the original owner car, I started in on a series of calculated steps to enhance the handling to suit an occasional autocross, some open track events with other clubs and normal street driving. You may want to stop at one of the earlier steps taken depending on time and budget.

I concur a '65 Shelby Mustang and one show car is plenty, so the Falcon is mildly modified. If you have a V-8 Falcon of '64 - '65 vintage then the changes listed will bolt right up. Consult your local parts man for earlier cars. The Falcon is just too softly sprung to keep up with today's muscle cars. Add to that twenty years of road miles, and there is a good chance that just replacement of tired parts will markedly improve performance of the suspension.

If you have already put on oversize rims or tires, hopped up the motor, or added stiffer front springs, then you know what understeer is all about. *Understeer* is when your Falcon tends to go straight ahead instead of turning when you wrestle with the steering wheel. *Oversteer* works the same, but will kick out the rear end first. The NASCAR guys call this pushing and being loose. Below is a list of how some of the adjustable suspension items can influence handling:

	Causes Understeer	Oversteer
front tire pressure	lower	higher
rear tire pressure	higher	lower
wheel camber	positive	negative
front springs	stiffer	softer
rear springs	softer	stiffer
front sway bar	thicker	thinner
rear sway bar	thinner	thicker

The introduction of the Mustang based loosely on the Falcon may have been the reason for an eventual loss of the Falcon marque, but it is a great aide to those of you that want to find inexpensive performance parts for your Falcon. For example, nearly all of the manual steering components for the Mustang will interchange . . . A arms, tie rod ends, etc. I started out with a set of rear and front Koni shocks for the '65 - '66 Mustang. The rear bolts right up, and with the purchase of a junkyard set of shock towers for five dollars, so do the fronts. The rear springs are the same length on early Mustangs, but the advantage is that they feature one extra leaf. Four leaves go a long way toward taking the wallow out of the rear end. The Ford shop manual will guide a beginner through this step and will take about 3 - 4 hours for a first timer with a set of sockets, Liquid Wrench applied the day before to loosen up any rust, a floor jack, and of course, two jack stands for safety. After a short test drive you will find the front sway bar to now be totally inadequate, but the car will handle better than stock.

Here is a recent picture of my 1965 Falcon which I have had since 1968. It is a four door sedan with a 200, 6 cylinder. It also has a C-4 transmission. Just recently I had it repainted with a 1984 light blue metallic and a 1984 dark blue metallic paint. I have been a member of the Falcon Club of America for about 18 months and have recently noticed that you have started to include more pictures of various Falcons.

Allen Myers
Charleston, SC



1965 Falcon Sprint, owner, Brian Goodfellow of Wallkill, New York. Car is a 4sd plus has a Cobra intake among the list of goodies.

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AUGUST 8, 9, 10, 1985

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Year	Model	Body Style
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*includes tax and gratuities.

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